



PARTS INCLUDED

Ref.	Description	Qty
1)	Header	1
2)	Header Gasket	1
3)	7/16"-14 X 1 1/4"	4

TOOLS REQUIRED

Ref.	Description	Ref.	Description
1)	3/8", 7/16", 1/2", 9/16", 3/4", 7/8" Wrenches	1)	Pilers
2)	10mm, 13mm Wrenches	2)	Crescent Wrench
3)	9/16" Line (flare nut) Wrench	3)	5/8" Spark Plug Socket
4)	5/16", 7/16", 1/2", 9/16" Sockets	4)	Torque Wrench
5)	3/8", 7/16" Deep Sockets	5)	Rust Penetrant
6)	15mm Deep Sockets		

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**JEEP 4.0L
2000-05 TJ / YJ JEEP
2000-02 CHEROKEE
2000-05 GRAND CHEROKEE**

WARRANTY NOTES

- 1) The utmost care is taken at Thorley Headers to maintain the highest standards of quality. However, Thorley Headers cannot control the installation of the product. For this reason, the Thorley Headers warranty covers only the replacement of the components - not the labor for the installation.
- 2) The use of any type of “header wrapping” voids the warranty. Using any sort of wrapping material on the headers destroys the tubing’s ability to dissipate heat, causing very rapid deterioration of the metal and the subsequent failure of the headers.
- 3) Retain all paperwork pertaining to the purchase of your Thorley product. Save your receipt!
Your limited warranty is not valid without a receipt of purchase.

LEGALITY NOTE

The installation of headers onto any vehicle must be performed in accordance with all governmental regulations that might pertain to the particular vehicle receiving the headers. Please call your Thorley Headers distributor if there are any questions regarding the legality of the installation. **The Executive Order (“E.O.”) number for this part number is D-540.**

INSTALLATION NOTES

- 1) It is important that you read the entire instruction sheet before initiating any installation.
- 2) Thorley headers are designed to fit only factory installed engine and transmission combinations. We cannot guarantee that Thorley headers will fit in the case of “engine swaps” or “transmission swaps”.
- 3) Due to restricted room in the engine compartment, your headers may come close to certain body and chassis components. This is normal for an installation of this type. However, a careful inspection must be completed to insure that the distances and placement are reasonable and logical, especially with regard to electrical, fuel, and brake components.
- 4) The engine mounts should be carefully inspected before the installation. It is highly recommended that questionable or deteriorated engine mounts be replaced before the installation of the headers.
- 5) Because of car-to-car variations, Thorley Headers strongly recommends that these headers be installed by a competent exhaust shop that has welding and fabrication capabilities.

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INSTALLATION PROCEDURES

WARNING! - Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jackstands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.

WARNING! - Make certain there is ample clearance around components such as brake lines, brake proportioning valves, fuel lines, hoses and pumps, and electrical components and wires. In some cases it may be necessary to relocate items that may be adversely affected by exhaust system heat.

NOTE: These procedures are documented on factory standard-equipped vehicles with original configuration compliance. Any modification of the subject vehicle may dictate modification to these procedures.

- 1) Disconnect the battery.
- 2) Raise the front of the vehicle approximately 24 inches and support it with jack stands or other suitable supports. (**WARNING!** - Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jackstands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.)
- 3) Disconnect the stock head pipes from the exhaust manifold.
- 4) Disconnect the oxygen sensor bracket from the oil pan stud and disconnect the coupler at the oxygen sensor bracket/oil pan stud junction.
- 5) Disconnect the air horn hose from the intake manifold and the throttle body and set it aside. (Note: On some models there is a second hose into the air cleaner box. If this hose is present, disconnect it from the air cleaner box only, and move it out of the way.) Retain all hardware for reinstallation. (Note: It is recommended that you cover the air duct on the throttle body unit to prevent contamination.)
- 6) Remove the air cleaner top and the air filter. Remove the two bolts at the base of the air cleaner box and remove the air cleaner box. (Note: On some models the lower air cleaner base is riveted in place. On these models the air cleaner box can remain in place during the header installation. Do not attempt to remove the rivets.)
- 7) Disconnect the PVC hose from the intake manifold and swing it out of the way.

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- 8) Disconnect the two fuel lines. Use 5/16" fuel line caps (not supplied) to seal the end of the fuel lines during the header installation.
- 9) Label and disconnect all vacuum lines.
- 10) Disconnect the throttle cable, cruise control, and kick-down cable by squeezing the tabs at the brackets and sliding the cables out. Mark the cables for reinstallation.
- 11) Remove the fuel line bracket from the intake manifold, retaining all hardware.
- 12) Disconnect the electrical sensors from the throttle body and the intake manifold.
- 13) Label (to ensure correct replacement) and remove the injector wires from the injectors on the intake manifold. (Note: Do not pull on the injector wires themselves. Pull from the base of the wires only.)
- 14) Disconnect the thermostat wire from the thermostat.
- 15) Remove the power brake vacuum line from the intake manifold.
- 16) Remove the power steering pump by first loosening the set screws at the pump, then loosening the belt tensioner. Remove the belt from the power steering pulley only, leaving it in place on the other pulleys.
- 17) Remove the power steering bracket from the intake manifold.
- 18) Remove and retain the intake manifold bolts and nuts. Remove the intake manifold.
- 19) Remove the exhaust manifold.
- 20) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 21) Insert the domed header collectors into the stock head pipes.
- 22) Install the header using only the center nut and washer, and finger-tighten to hold the header in place. Do not fully tighten at this time.
- 23) Reinstall the intake manifold using the original hardware. Do not fully tighten at this time.
- 24) Tighten all intake manifold and header bolts to 40 ft/lbs. in the sequence shown in Illustrations, Figure 1.

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- 25) Attach the stock head pipes to the header using the supplied bolts.
- 26) Reconnect the oxygen sensors and reinstall the oxygen sensor bracket to the oil pan stud.
- 27) Reattach all vacuum lines, electrical lines, and injector wires.
- 28) Remove the fuel line caps from Step 8 and reattach the fuel lines by pushing them into position. (Note: The fuel lines will lock in place when properly connected.)
- 29) Reattach the power steering bracket to the intake manifold.
- 30) Reattach the power steering pump to the bracket ensuring that the serpentine belt is properly located on the pulley.
- 31) Tighten the serpentine belt to the factory specifications using the belt tensioner. Once the proper tension is achieved, tighten the set screws.
- 32) Reinstall the air box and the air filter.
- 33) Replace the top of the air cleaner box and reconnect all remaining hoses.
- 34) Reconnect the battery. Start the engine and check for leaks.
- 35) Allow the engine to run for thirty minutes, then re-torque all the bolts on the header and intake flange to 40 lbs.

ILLUSTRATIONS

FIGURE 1

